

APPENDIX A

CORRESPONDENCE



Port Administration
Old Trade Center
Baltimore, Maryland 21202-3041

William Donald Schaefer
Governor

January 29, 1992

Maryland Port Commission
O. James Lighthizer
Chairman

Colonel Frank Finch
District Engineer
U. S. Army Corps of Engineers
Baltimore District
P. O. Box 1715
Baltimore, Maryland 21203-1715

J. Owen Cole
Thomas T. Koch
Milton H. Miller, Sr.
John M. Waltersdorf
Fred L. Wineland

Adrian G. Teel
Executive Director

Dear Col. Finch:

In recent months, the Maryland Port Administration (MPA) has developed an Action Plan for improving the channel systems serving the Port of Baltimore. This plan focuses on improvements identified by the Association of Maryland Pilots (AMP) and a survey of shipping lines as important to maintaining acceptable levels of safety and navigability in Baltimore channels, now and in the future.

I am providing you with a copy of this plan, which we believe can be accomplished over the next 2-3 years without a major study or change in congressional authorization. Implementation of this plan, however, will require close coordination and cooperation between the MPA, the Baltimore and Philadelphia Districts of the U. S. Army Corps of Engineers, the AMP, and the U. S. Coast Guard (USCG).

We are presently conducting a series of meetings with representatives of each agency to introduce the plan, and to discuss ways and means of implementation. As you know, our meeting with you has been scheduled for 9:00 AM on Tuesday, February 11, 1992 in your office.

I am writing you before that meeting to advise you that we are also scheduled to present the Action Plan during the public session of the Port Commission's meeting on Tuesday, February 4, 1992. As we were unable to schedule our meeting with you prior to the Commission's meeting, I felt it was important to present you and your staff with a copy of the plan, so that you will have some familiarity with this effort in the event it receives some attention from the news media.

My telephone number is 301-333-4500

Colonel Finch
January 29, 1992
Page Two

I look forward to our meeting on February 11th, and to working with you on this very important plan. If you have any questions, please do not hesitate to contact me.

Sincerely,



Adrian G. Teel
Executive Director

AGT/kyj

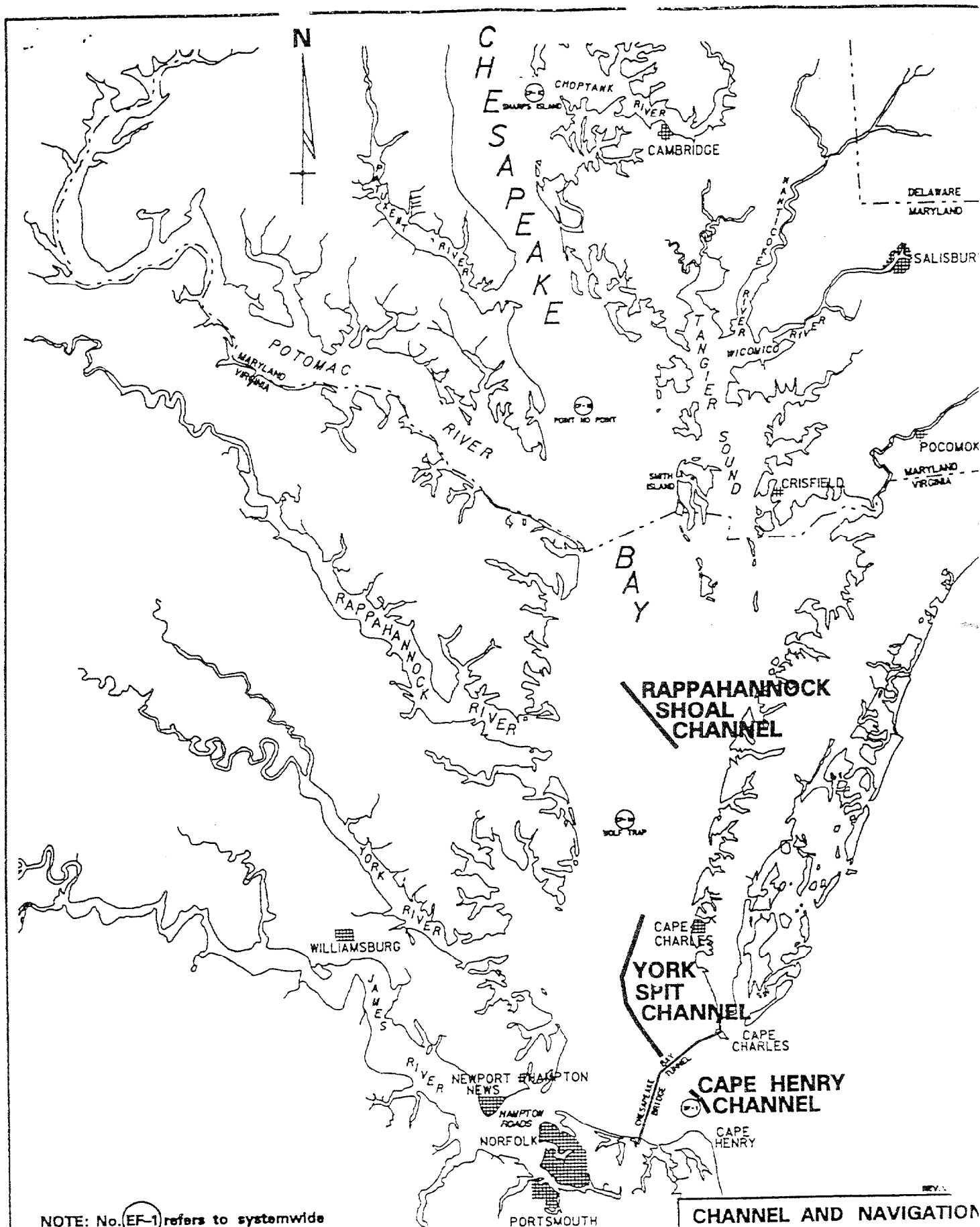
Enclosure

cc: Richard Mayer
Frank Hamons

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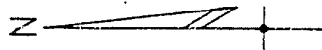
NAVIGATION AND TRAVEL ACTION PLAN
TABLE I- OCTOBER 1991
PRIORITY ORDER BY AGENCY

Philadelphia District U.S. Army Corps of Engineers	Baltimore District U.S. Army Corps of Engineers	5th District U.S. Coast Guard	ELECTRONIC NAVIGATION Various Companies
<p><u>C&D Canal</u></p> <p><u>Approach Channel Improvements</u> <u>Traffic Management</u></p> <p>(P-1) Canal Clearance time increased to 3 hrs.</p> <p><u>Approach Channel</u></p> <p>(P-2) Establish emergency turn around & anchorage at Arnold Point.</p> <p>(P-3) Improve Howell Pt. Anchorage.</p> <p>(P-4) Consider interim "traffic light" shift to Howell Point.</p> <p><u>Ready Point Entrance</u> (Consult with Delaware Pilots)</p> <p>(P-5) Swing-outs for turning vessels entering at Ready Point.</p> <p>(P-6) Improve anchorage area.</p> <p><u>Channel System Angles & Turns</u></p> <p>(P-7) Buoy 25 below Pooles Island (may be done by BCOE)</p> <p>(P-8) Courthouse Point</p> <p>(P-9) Town Point</p> <p>(P-10) Grove Point</p> <p>(P-11) Worton Point</p> <p>(P-12) Sandy Point (in canal)</p>	<p><u>C&D</u></p> <p><u>Connecting Channel Improvements</u> <u>Tolchester Channel</u></p> <p>(B-1) "S" Turn to be improved.</p> <p>(B-2) Deepen to 35' + 2' + 2'.</p> <p><u>Swan Point Channel</u></p> <p>(B-3) Deepen to 35' + 2' + 2'.</p> <p><u>Brewerton Extension Channel</u></p> <p>(B-4) Widen to 600 ft.</p>	<p><u>C&D Canal Approach and Connecting Channels Improvements</u></p> <p>*(C-1) Additional buoys for 1.5 mile maximum distance between sets.</p> <p>(C-2) Add Courthouse Pt. buoy.</p> <p>*(C-3) Improve existing ranges (program now underway but needs funding).</p> <p>(C-4) Add new ranges:</p> <p>a. Shad Battery (Approach Ch.) b. Mitchell Bluff (Connecting Ch.) c. Tolchester (Connecting Ch.) d. Ready Point Entrance (In Canal) e. Little Welch Pt. Range (in canal)</p> <p>(C-5) Two (2) Turning lights to be adjusted, Tolchester; a and b.</p> <p>*(C-6) Follage maintenance (for ranges on shore).</p> <p>*(C-7) Racon buoys (where appropriate).</p>	<p><u>C&D Canal System</u></p> <p>*(E-1) Differential GPS, Loran C (for precision channel position by vessels transiting system).</p>
	<p><u>Fifty-Foot Channel Improvements</u> <u>Capo Henry Channel</u></p> <p>(BF-1) Deepen to 50' + 2' + 2' or better to accommodate ocean swells and wave conditions.</p>	<p><u>Fifty-Foot Channel Improvements</u> (CF-1) Additional buoys to mark shoals near naturally deep Bay channels; a. Wolf Trap b. Point No Point c. Sharps Island</p>	<p><u>Fifty-Foot Channel Improvements</u></p> <p>*(EF-1) Same as for C&D Canal System (#E-1 above).</p> <p>*Systemwide Improvements not shown on nav charts</p>

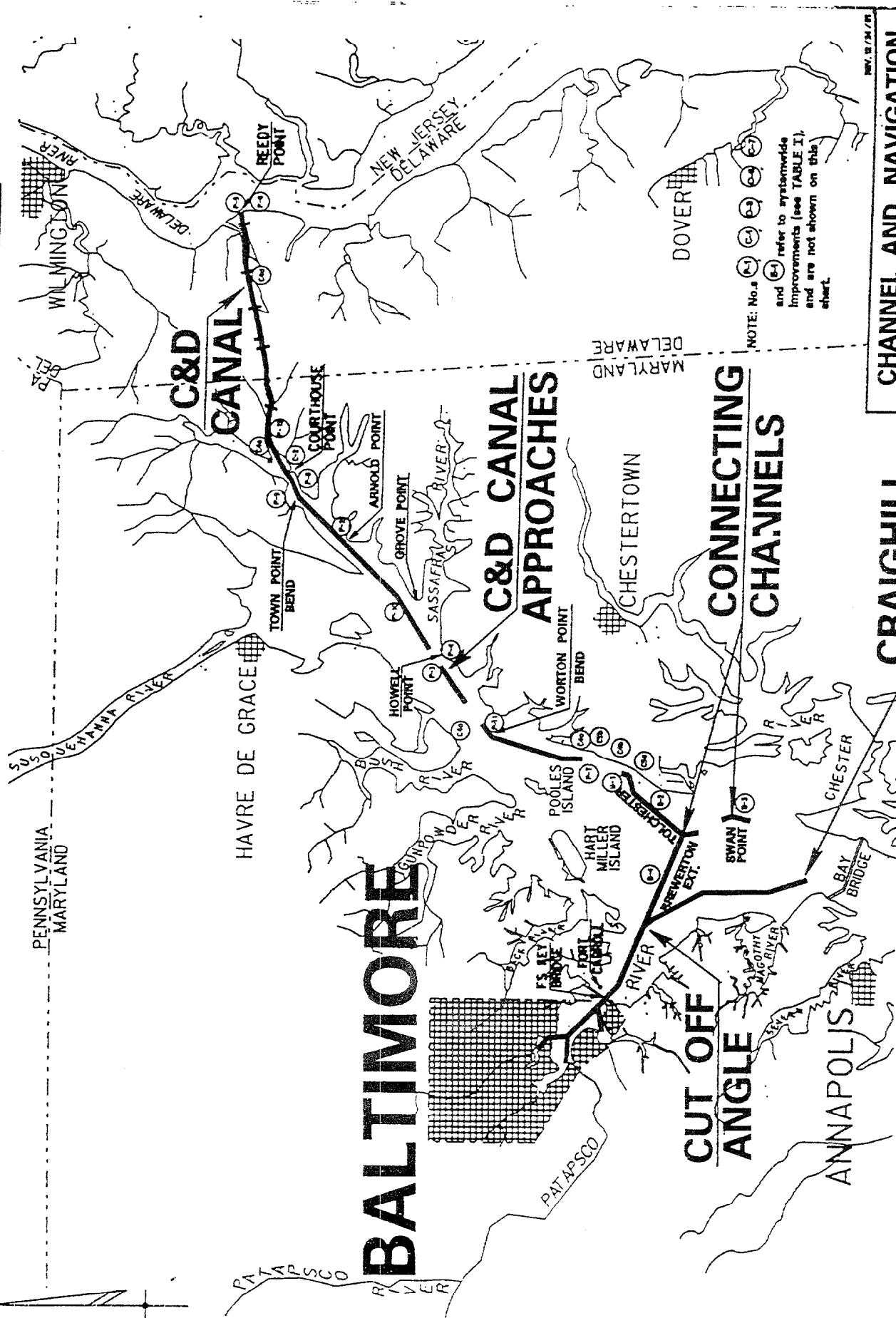


NOTE: No. (EF-1) refers to systemwide improvements (see TABLE I), and is not shown on this chart.

**CHANNEL AND NAVIGATION
ACTION PLAN
SOUTHERN APPROACH**
NOT TO SCALE

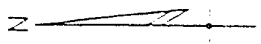


TO PHILADELPHIA



NOTE: No. 1 (A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P) (Q) (R) (S) (T) (U) (V) (W) (X) (Y) (Z) refer to systemside improvements (see TABLE I), and are not shown on this chart.

CHANNEL AND NAVIGATION
ACTION PLAN
C&D CANAL SYSTEM
NOT TO SCALE



SITE

- ① MASONVILLE
- ② DEADSHIP ANCHORAGE
- ③ THOUS COVE
- ④ B & O FERRIS POINT
- ⑤ FOLLYS POINT (ATY BRIDGE)

BALTIMORE

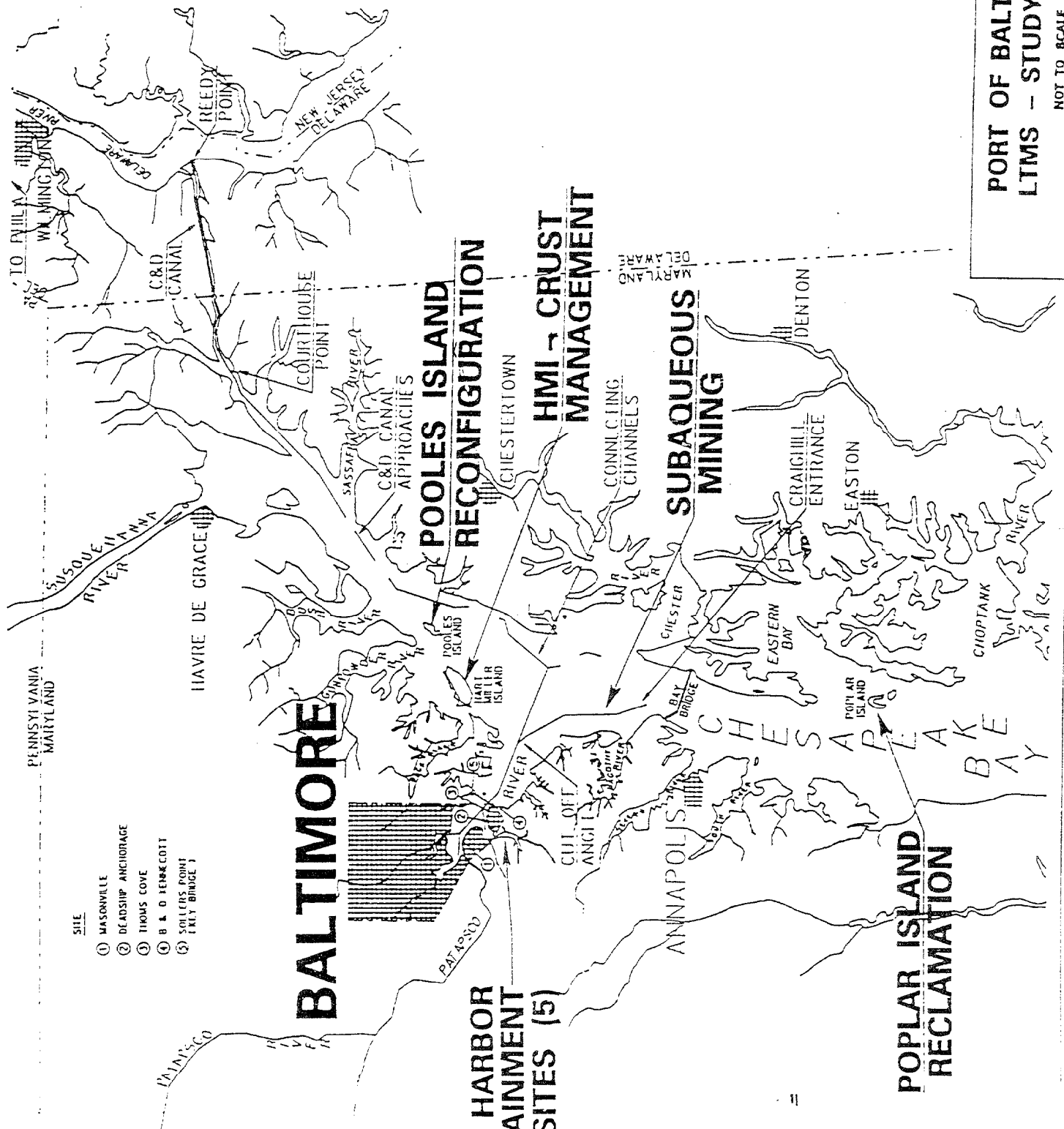
**HARBOR
CONTAINMENT
SITES (5)**

**POOLES ISLAND
RECONFIGURATION**

**HMI - CRUST
MANAGEMENT**

**SUBAQUEOUS
MINING**

**POPLAR ISLAND
RECLAMATION**



**PORT OF BALTIMORE
LTMS - STUDY SITES**

NOT TO SCALE

COMMITTEE ON
THE BUDGET
COMMITTEE ON
PUBLIC WORKS AND
TRANSPORTATION
COMMITTEE ON
MERCHANT MARINE
FISHERIES
ELECTRICITY COMMITTEE ON AGING

Congress of the United States
House of Representatives
Washington, DC 20515-2002

TRADE AND TOURISM
MARITIME
HUMAN RIGHTS
ENERGY TASK FORCE

July 7, 1992

Major General C.E. Edgar, III
Acting Commander
U.S. Army Corps of Engineers
20 Massachusetts Avenue, N.W.
Washington, D.C. 20314

Dear General Edgar:

My staff has advised me of the continued discussions between the Maryland Port Administration (MPA) and the Army Corps of Engineers regarding MPA's harbor maintenance action plan. I appreciate the Corps' willingness to work with MPA on this important issue.

MPA is in the final stage of producing its short-term action plan. The projects listed on the attached page have been identified by the action plan as projects significant to the port for increasing safety and maintaining the economic viability of the port.

It is my understanding these projects can be done through routine operations and maintenance by the Corps, and do not have to have Congressional authorization. I would appreciate your office looking into these projects to determine when they can be completed through the Corps' routine maintenance operations.

As always, I appreciate your assistance with the MPA. If you have any questions or need further information, please feel free to contact me.

Sincerely,

Helen Delich Bentley
Helen Delich Bentley
Member of Congress

HDB:wai
Enclosure

PLEASE REPLY TO:

WASHINGTON OFFICE:
1610 LONGWORTH BUILDING
WASHINGTON, DC 20515-2002
(202) 225-2061
(2) 225-4251

☐ DISTRICT OFFICE:
200 EAST JOPPA ROAD
TOWSON, MD 21204
TELEPHONE: (410) 337-7222
FAX: (410) 337-0021

☐ DISTRICT OFFICE:
7458 GERMAN HILL ROAD
DUNDALK, MD 21222
TELEPHONE: (410) 285-2747

☐ DISTRICT OFFICE:
6 NORTH MAIN STREET
BEL AIR, MD 21014
TELEPHONE: (410) 679-2517

BUY U.S.A! SAVE AMERICAN JOBS!

Maryland Port Administration
Channel and Navigation Action Plan

PHILADELPHIA DISTRICT ARMY CORPS OF ENGINEERS:

- 1 - Arnold Point Emergency Turn Around & Anchorage, C&D Canal.
Increasing length from current 550 feet to 1,000 feet.
- 2 - Howell Point Anchorage Improvement, C&D Canal.
- 3 - Howell Point Traffic Light.
- 4 - Increasing C&D Canal clearance time to three hours.
- 5 - Construction of swing-outs for turning vessels entering the
C&D Canal at Ready Point.
- 6 - Ready Point Anchorage Improvement.
- 7 - Improvement of Buoy 25, Courthouse Point Turn, Town Point
Turn, Grove Point Angle, and Worton Point Turn, for ships
up to 1,000 feet in length.
- 8 - Sandy Point Turn and Shoreline Stabilization, C&D Canal.

BALTIMORE DISTRICT ARMY CORPS OF ENGINEERS:

- 1 - Improvements at Tolchester Channel, including improved "S"
turn and maintenance of 35'+2"+2'.
- 2 - Maintaining Swan Point at authorized depth of 35 feet.
- 3 - Study costs associated with widening the Brewerton Extension
Channel to its authorized 600 feet width from its current 450
feet width.
- 4 - Dredging of additional 2 feet overdepth in the Cape Henry
approach, as authorized when the channel was established
at 50 feet.

0 6 AUG 1992

Dredging and Navigation Branch

Honorable Helen Delich Bentley
House of Representatives
Washington, DC 20515-2002

Dear Ms. Bentley:

This is in response to your letter of July 7, 1992, to Major General C. E. Edgar III, Commander, concerning the Maryland Port Administration harbor maintenance action plan.

The status of the requested improvements to the Baltimore Harbor and Channels 42-foot and 50-foot projects maintained by the U.S. Army Corps of Engineers Baltimore District are as follows:

Tolchester Channel - On April 15, 1992, completed \$11 million dredging contract to remove 3 million cubic yards of dredged material from Brewerton Channel Eastern extension and the Tolchester Channel, including maintenance of the "S" turn and two feet advance maintenance (35+2'+2').

Swan Point Channel - Currently soliciting bids for maintenance dredging to restore 35-foot depth plus two feet allowable overdepth in Swan Point Channel. Contract award is scheduled for September and dredging is expected to be completed by March 1993. The State of Maryland has requested deferral of dredging an additional 600,000 cubic yards of advanced maintenance dredging quantity until a suitable placement area can be located.

Brewerton Channel Eastern Extension - Widening the channel is considered new work construction and cannot be accomplished with Operations and Maintenance (O&M) funds. In order to be considered for future construction, the State of Maryland should forward a letter to the Corps Baltimore District requesting the project be reclassified from the deferred to the active budget category, provide justification for the widening, designate a suitable disposal area for the estimated 2.5 million cubic yards of dredged material, and indicate the State's intent to cost-share the work (25 percent) in accordance with the Water Resources Development Act of 1986.

Cape Henry Channel - Funding to provide an additional two feet of advanced maintenance dredging is not included in the FY 92 or FY 93 budget. Current budgetary constraints make it difficult to obtain additional funds at this time. However, we will continue to seek ways to fund this additional dredging.

In the Corps Philadelphia District, at the improvements at Arnold Point, Howell Point Anchorage, and Sandy Point, widening cannot be accomplished with O&M funds since they are not authorized features of the C&D Canal project. The widening of the channel at Buoy 25 has been determined to be new work and cannot be done with O&M funds. Installing a new Howell Point traffic light and increasing the C&D Canal clearance time to three hours involve traffic control in the C&D Canal. The Philadelphia District will continue discussions with the Maryland Port Administration and the Maryland Pilots Association concerning the viability of these options. The Ready Point Anchorage is part of the Delaware Philadelphia to the Sea Project new work that has not been constructed, and cannot be dredged with O&M funds.

Sincerely,

SIGNED

Lat Mon Lee
Assistant Director of Civil Works
Atlantic Region

3 Noted in the



Maryland Port Administration
The World Trade Center
Baltimore, Maryland 21202-3041

William Donald Schaetz
Governor

Maryland Port Commi:
O. James Lighthizer
Chairman

February 18, 1993

J. Owen Cole
William K. Hellmann
Thomas T. Koch
Milton H. Miller, Sr.
John M. Waltersdorf
Fred L. Wineland

Adrian G. Teel
Executive Director

Colonel J. Richard Capka
District Engineer
Baltimore District
U. S. Army Corps of Engineers
P. O. Box 1715
Baltimore, Maryland 21203

Dear Colonel Capka:

The Maryland Port Administration requests that the U. S. Army Corps of Engineers, Baltimore District, take action as necessary to widen the connecting channel to the Chesapeake & Delaware Canal (Brewerton Channel Eastern Extension) to 600 feet, which will include reclassifying this project to active budget category status. Widening to 600' will bring this channel to its authorized dimensions of 35' depth by 600' width, as authorized by the River and Harbor Act of July 3, 1958.

When appropriate in this process, the Maryland Port Administration, on behalf of the Maryland Department of Transportation, intends to provide such local sponsor guarantees as necessary for the completion of the widening project, including justification for the widening; lands, easements, rights of way, suitable dredged sediment placement areas, and the local sponsor share of project costs in accordance with the Water Resources Development Act of 1986.

Please contact me if you have any questions.

Sincerely,

Adrian G. Teel
Executive Director

AGT/kvj
exc:capka.agt



DEPARTMENT OF THE ARMY
U.S. Army Corps of Engineers
WASHINGTON, D.C. 20314-1000

REPLY TO
ATTENTION OF:

28 SEP 1993

CECW-PE

MEMORANDUM FOR Commander North Atlantic Division, ATTN: CENAD-PP

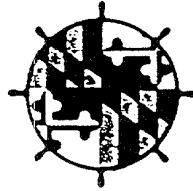
SUBJECT: Baltimore Harbor and Channels, Maryland & Virginia
42-foot Project - Reclassification of the Brewerton Channel
Eastern Extension (Connecting Channel to the Chesapeake and
Delaware canal)

1. Reference CECW-PE correspondence of 15 September 1993, subject same as above. Paragraph 2 of the memorandum is rescinded.
2. The description of work efforts and funding requirement cited in paragraph 4 of CENAB-OP-B/CENAB-PP-P letter of July 9, 1993, must be expanded to include preparation of a decision document (Limited Reevaluation Report (LRR) or General Reevaluation Report (GRR)). The document must sufficiently address navigation concerns and delays, evaluate all reasonable alternatives including the no action alternative and demonstrate that project benefits exceed project costs. If the proposed widening is reaffirmed as the NED plan, an incremental width analysis must be presented and the decision document must address environmental impacts and appropriate environmental documentation must be prepared.

Hugh E. Wright

HUGH E. WRIGHT, P.E.
Acting Chief, Policy and
Planning Division
Directorate of Civil Works.

ASSOCIATION OF



MARYLAND PILOTS

3720 DILLON STREET □ BALTIMORE, MARYLAND 21224-5239 □ (410) 276-1337 □ FAX: (410) 276-1364
PRESIDENT'S FAX: (410) 276-4197 □ CABLE: MARPILOT BALTIMORE □ TELEX: 87-574

June 6, 1994

Colonel J. Richard Capka
District Engineer
U.S. Army Corps of Engineers
Baltimore District
Post Office Box 1715
Baltimore, MD 21203-1715

Dear Colonel Capka,

We are writing to request formally that action be taken on several issues of vital concern to our membership, to users of the port of Baltimore and to other port interests regarding dredging and navigation safety in the approach channels to the port of Baltimore. As you know, the Association of Maryland Pilots has been very active in working with the Corps of Engineers, the Coast Guard, NOAA, the Maryland Port Administration and private shipping interests to find ways to improve the northern approach channels to the port from the Chesapeake and Delaware Canal. In order to provide adequate channel dimensions and water depths for large deep-draft vessels, we are participating in long-term federal studies of the channel system and anchorages, but have also developed an action plan with the Maryland Port Administration to address more urgent and immediate needs in maintaining and improving navigation safety.

We are, therefore, requesting immediate action and your support on the following items: (1) Tolchester Channel straightening, (2) Brewerton Channel Eastern Extension widening and (3) Poplar Island Beneficial Use Project for the placement of dredged material. These projects are of high priority and address the navigational needs of vessels calling at the port, as well as the long term need for dredging.



Colonel J. Richard Capka
June 6, 1994
Page Two

TOLCHESTER CHANNEL

Initially Tolchester Channel was designed to utilize natural deep water in order to minimize dredging costs and allow for increases in vessel loads. This resulted in the creation of an "S" turn at the northern end of the channel. As vessel size has increased, the "S" turn has become more difficult and groundings have resulted. Subsequent modifications and additional buoys have addressed the problem, but only in part. Pilots continue to report close calls and near misses, especially during periods of reduced visibility and during winter ice. A straightened channel will have many advantages, which we have discussed with the Maryland Port Administration, the Coast Guard and with your staff, but which in the interest of brevity we will not reiterate here. If you have need for more detailed information we will be happy to provide it.

BREWERTON CHANNEL EASTERN EXTENSION

Widening this channel to 600 feet was authorized under the Baltimore Fifty Foot Channel Project and should be reactivated. This channel section is only 450 feet in width, a width that lies well below Corps of Engineers criteria for channel design, especially since the area is exposed to high winds and cross currents. We consider this another extremely important safety issue and a high priority issue.

POPLAR ISLAND BENEFICIAL USE PROJECT

In view of the long term needs to maintain and improve the channel systems serving the port of Baltimore, beneficial use projects such as proposed for Poplar Island will demonstrate to both environmental and commercial interests the advantages in developing acceptable programs for an activity generally viewed as problematic. Support and funding by the Corps for the project is most important.

The northern approach channels from the Chesapeake and Delaware Canal to Baltimore form part of an important waterway serving the port. The channel system is used by some of the world's largest containerships and autocarriers and many other vessels. As ships have grown in size the need to make minor modifications in the channel system became apparent, and with the cooperation and guidance of the Corps of Engineers some of those modifications have been achieved. But other problem areas remain, and we request your support and guidance in making these further modifications. We have also met with members of the Maryland Congressional delegation to enlist their

Colonel J. Richard Capka

June 6, 1994

Page Three

efforts in providing funding and authorization for these projects. We will be happy to meet with you and your staff to discuss these issues, and if you need any further information we will provide it if possible.

Yours truly,

A handwritten signature in dark ink, appearing to read "M. R. Watson", with a large, sweeping flourish extending from the end of the signature.

Captain Michael R. Watson
President

